

Official and Classified ADVERTISEMENTS

Continued from Page 15

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What a week!

£78,087 at Grimsby

BIGGEST-EVER grossing at a British port was made on Wednesday by the Icelandic stern trawler *Orgi*. Her landing made

17-day trip with Skipper Bryngolfur Halldorsson in command.

Not to be outdone at Hull on the same day, Newington's *C.S. Forster* came close to the national record with 472,680.

Following a trip to the White Sea/Bear Island area, Skipper Taylor put ashore 2,661 kits.

£14,172 at Peterhead

SCOTTISH seiner record fell yet again at Peterhead this week. Skipper Bill More in *Defiant* grossed £14,172.

The 78ft. *Defiant* was built at the Campbelltown Shipyard.

Aberdeen firm orders two share trawlers

A £700,000 order for two 55ft. stern trawlers, subsidiary of the John Wood Group at Aberdeen. The vessels will be delivered in February and September next year.

A statement from the Wood Group said that the order is a further investment in coastal fishing and is consistent with the group's fisheries division policy over the last two or three years. This is to expand and adapt to the rapidly changing international fishing limits.

It is anticipated that, in line with the firm's normal practice, skippers will shortly be appointed who will take shares in the vessel in the future.

The order increases the number of share coastal fishing vessels in the Wood

Group fishing subsidiaries at Aberdeen, Peterhead, Macduff, and Scrabster and can adapt to quota fishing. It is expected, for example, that the two vessels will spend part of the year fishing off the

west coast for blue whiting. Leslie Howarth, director and general manager of the group, said: "It represents a breakthrough into a new market, with considerable potential for the future."

Michael, who had been in his bunk below, just reached the deck when the boats collided. Other boats in the area were alerted by the skipper and his son, then the three crewmen took to a liferaft. But, a rope holding the liferaft snagged on *Integrity's* wheelhouse.

Alex said the liferaft was tied to the boat as she was going down and the liferaft was

DOWN IT GOES! The old fish market on St. Andrew's Dock Hull (below) is fast being razed to the ground. Earlier this year, the fleet and fish merchants transferred to a new home in the Albert converted at a cost of over £1m.

Gap widens in freezer contest

BOYD LINE'S Arctic *Galliard* and BUT's *Norse* continue to lead the 1976 British Trawler Competition for the third month running — but the points gap has widened between them.

The gap has increased from 856 points in May to 1,999 points in June and to 2,308 points in July.

This further advance by *Arctic Galliard* is shown in the latest list of placings issued last week. It covers the first seven months of the competition in which 34 Hull and taking part.

The Dolphin Bowl, which *Norse* won last year, is at stake and as that vessel continues her bid to regain the lead, which she held during the first quarter of 1976, two more prizes are also among the leading contenders for the championship.

The performances of the top 30 trawlers is given left with positions held in the previous monthly table appearing in brackets.

	Tonnes	Points
1 (1) <i>Arctic Galliard</i> (Boyd)	2,098	31,788
2 (2) <i>Norse</i> (BUT)	1,820	29,480
3 (3) <i>Kirkella</i> (Marr)	1,883	28,022
4 (4) <i>Lady Parkes</i> (Boston)	1,779	27,766
5 (5) <i>Dane</i> (BUT)	1,718	26,802
6 (6) <i>Arctic Freebooter</i> (Boyd)	1,708	26,265
7 (7) <i>St. Jasper</i> (Hamling)	1,871	25,653
8 (8) <i>St. Jerome</i> (Hamling)	1,722	25,612
9 (9) <i>Arctic Baccarat</i> (Hamling)	1,622	25,212
10 (10) <i>Sir Fred Parkes</i> (Boyd)	1,492	24,286
11 (11) <i>Kirkella</i> (Marr)	1,427	22,102
12 (12) <i>Sunnella</i> (Marr)	1,437	22,101
13 (13) <i>Pict</i> (BUT)	1,467	21,085
14 (14) <i>St. Jason</i> (Hamling)	1,365	21,028
15 (15) <i>Goth</i> (BUT, Grimsby)	1,402	20,458
16 (16) <i>Human</i> (BUT, Grimsby)	1,278	19,914
17 (17) <i>Defiance</i> (BUT, Grimsby)	1,263	19,219
18 (18) <i>Cassio</i> (BUT)	1,279	18,023

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CREW 'TIED' TO SINKING SCOTS BOAT

THE Aberdeen trawler *Rowanlea*, homeward bound after a 10-day trip, was involved in a collision with the 45ft. fishing boat *Integrity* of Fraserburgh on Tuesday.

The accident happened six miles off the Aberdeenshire coast and there were no injuries.

Kitchie, his son Alex (30) of Fraserburgh and 16-year-old Michael Alexander from Peterhead. They were towing their gear and heading out to sea.

Michael, who had been in his bunk below, just reached the deck when the boats collided. Other boats in the area were alerted by the skipper and his son, then the three crewmen took to a liferaft. But, a rope holding the liferaft snagged on *Integrity's* wheelhouse.

Alex said the liferaft was tied to the boat as she was going down and the liferaft was

at the point of being tipped under when Skipper Ritchie.

Rowanlea turned around and offered assistance to survivors. The skipper told to 'stay clear' by Ritchie.

The crewmen were picked up by *Harvester*, another Aberdeen fishing boat, and taken to shore.

Andrew Lewis, manager of British United Traders' Aberdeen, said that the company would carry out its own investigation into the accident.

Skipper James Mair of *Rowanlea* would make a comment on his return to Aberdeen. BUT officials claimed nothing would be said at this stage.

Rowanlea's 25-year-old deckhand, Eric McDonald, said *Integrity* went down stern-first in minutes.

Haddock row—new peace plan

SCOTTISH fishermen have come up with a suggested formula which they believe could 'stretch' the North Sea quota and avoid a complete ban on fishing for haddock.

The fishermen fear that unless the Government relaxes the quota, which will be fished out within the two weeks, boats will be tied up and processing plants forced to close. Some fishermen had threatened to carry on fishing.

The proposals for a 30-box limit and close-down date started at a meeting of the Scottish Fishermen's Organisation in Benf last weekend.

Scottish fishermen asked the Government to scrutinise their catch figures for they believe there was room to manoeuvre. A Scottish office spokesman said that the suggestion would be considered urgently.

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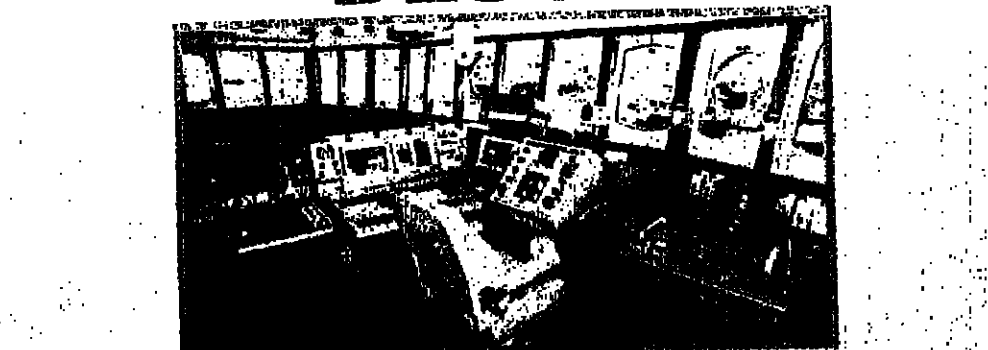
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Latest addition to the Amble, Northumberland, fleet is the small multi-purpose boat *Coquet Light*. The 24-footer has been built by the J. and J. Harrison yard at the port to a design by J. H. Hardman. Owned by local men, *Coquet Light* has a North Sea trawl winch and North Sea pot hauler mounted well forward and is powered by a marinised Ford diesel of 120 hp. More details in *Fishing News* soon.

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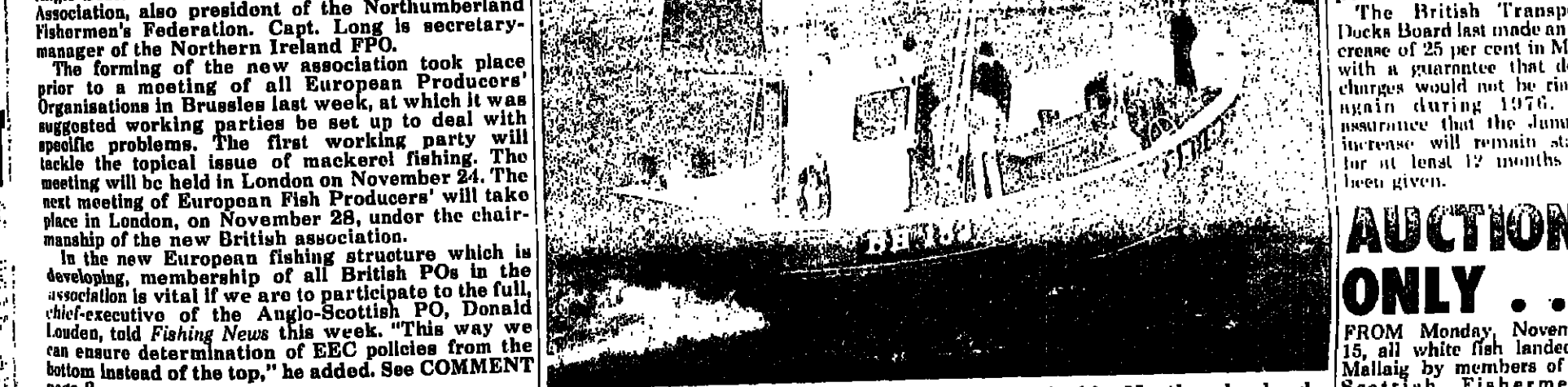
NATIONWIDE PO LINK—BIG DRIVE FOR UNITY

A MOVE to draw all British Producers' Organisations together under a single banner was made in Brussels last week. This follows a meeting at which it was decided to form the United Kingdom Association of Fish Producers' Organisations. Already five of the eight recognised POs in the country are in membership: South Western, Anglo-Scottish, Northern Ireland, North Irish Sea and Cornish Fish Producers' Organisation Ltd.

First chairman is well-known fisherman, Mr. G. W. Crawford, with Capt. The Rt. Hon. W. J. Long as vice-chairman. Mr. Crawford is already chairman of the Anglo-Scottish PO and North Shields Fishermen's Association, also president of the Northumberland Fishermen's Federation. Capt. Long is secretary-manager of the Northern Ireland FPO.

The forming of the new association took place prior to a meeting of all European Producers' Organisations in Brussels last week, at which it was suggested working parties be set up to deal with specific problems. The first working party will tackle the topical issue of mackerel fishing. The meeting will be held in London on November 24. The next meeting of European Fish Producers' will take place in London, on November 28, under the chairmanship of the new British association.

In the new European fishing structure which is developing, membership of all British POs in the association is vital if we are to participate to the full, chief-executive of the Anglo-Scottish PO, Donald London, told *Fishing News* this week. "This way we can ensure determination of EEC policies from the bottom instead of the top," he added. See COMMENT page 2.



FROM Monday, November 15, all white fish landed at Mallaig by members of the Scottish Fishermen's Organisation must be sold by public auction or consigned to another fish market.

This order has been introduced by the Mallaig White Fish Port Committee. An extension to the fish market at Mallaig is expected to be opened later this month.

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Dock charges jump

DOCK charges at Grimsby are to be increased again in January by around 15 per cent.

The British Transport Docks Board last made an increase of 25 per cent in May, with a guarantee that dock charges would not be raised again during 1976. An assurance that the January increase will remain stable for at least 12 months has been given.

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Iceland deal talks start

FISHING talks between Iceland and the EEC were due to start today (Friday).

In Reykjavik EEC Commissioner, Finn Olav Gundersen, will meet the Icelandic foreign minister, Einar Agustsson, and fisheries minister, Mattias Bjarnason.

These opening talks will be informal. If progress is made, formal negotiations will take place shortly after in either Reykjavik or Brussels.

There was bad news for Britain this week when Icelandic scientists disclosed that herring stocks were beginning to disappear off the south coast. This could weaken EEC bargaining power as British boats rely heavily on swapping North Sea herring for cod. Prospects for peace.

COMMENT

IF OUR Producer Organisations are to exert their full influence in Europe they will need a central power base to work from. No doubt this is what inspired the move last week to set up a United Kingdom Association of Fish Producers' Organisations.

This Association which has five of the eight PO's in the country in membership, aims to eventually embrace everybody. To have any real hope of success, it will have to do just this, but as yet, the major catchers among the PO's have to be enticed in. Unfortunately, there exists a lot of suspicion between many of the organisations involved.

A symptom of this distrust was seen earlier this year, when four major inshore PO's broke away to set up their own power group. It was clear at the time that inshoremen wanted to keep clear of the influence of PO's covering the company-owned deepsea fleet.

Despite all the expansive claims made on its behalf, the inshore association was a non-starter; it wound up as a political ploy to divide the industry at a time when PO's were moving towards forming a national association.

Among the prime movers in the formation of the new Association are some of the PO's who wanted to go-it alone only last February. What has now made them change their minds?

If British fishermen are to get their due recognition through the European Producer structure, they would be far more influential speaking with one voice. But until they can solve their own internal problems, any hopes for the new Association look premature.

fishing news

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£185,467 haul by Icelandic ships

FOUR Icelandic trawlers scooped a massive combined grossing of £185,467 from just 6,145 kits of wet fish landed at Grimsby last week. Markets were consistently good, but not outstanding.

Well clear of the others was the 195ft stern trawler *Ogri* (Skipper Bryngolfur Halldorsson) with a new UK wet fish grossing record of £78,807 (*Fishing News*, November 5). She had the biggest single landing at the Humber port, 2,528 kits, since *Ross Revenge* captured the British record with £75,697 from 3,179 kits late in August.

Ogri's record was not entirely expected as she had reported only a probable landing of about 2,200 kits through the Fylkir Ltd. agency.

In addition to the extra kit-tage, she turned out some

really fine plaice and cod. There was also the advantage of a short market with only two middle water trawlers landing.

It was not, however, all plain sailing for the big, grey leander — she had the misfortune to pick up a warp inside the fish docks which fouled her propeller. Despite the efforts of divers, she had to be towed to nearby Hamble for dry-docking to free the blades.

Also chalking up a career-best at Grimsby was the 29-year-old *Hjorleifur* (Skipper Teltur Magnusson) with £49,117 from 1,562 kits, again mostly cod and plaice.

The 810-tonner is still probably better known by her

former name of *Ingolfur Arnason* (changed in 1972) and she has been a regular over the years at Grimsby, having originally been built at Selby by Cochrane & Sons Ltd.

As with *Ogri*, Fylkir Ltd. acted as agent and provided similar services for *Dagny* (£29,151 from 898 kits) and *Arsaell Sigurdsson II* (£28,543 from 1,167 kits) to make up the quartet.

Best local efforts came from *Notts Forest* (Skipper "Cocker" Mussell), the only White Seas trip of the week. The Consolidated Fisheries' *Ogri* snatched the British single-trip record last week with a £78,807 landing. The Icelandic trawler had a massive 2,528 kits.

trawler picked up the kits, including over 100 codfish.

Consal's also scored with *Spurs* (Skipper Hardie) on £35,576, 1,363 kits after a 22-day Icelandic trip.

Bad weather is still causing life difficult off Ireland, BUT's best effort came from *Ross Rodney* (Skipper Caraberg) with a £12,221 days. The five kit-dings from Iceland produced mainly cod.

But "cat" chasers had another good day, middle water section skippers, *Ross Rex*, *Ross Zebra* (22,883) and *Wally Stokes* in the holder *Ross Paul* (£22,492), came out from mixed Faroes/Water trips.

Hard luck story of the week went to Taylor's (Skipper Peter Brown), got caught on a saturated market and no buyers for over 300 fish out of a big 1,145 kit-ding.

Despite this setback, managed to make £8,595 a 17-day Faroes/Water trip.

MARKET FOR ONE

HAMLING'S St. Giles D. Platten), the only landing for Hull's market, made £38,062, 1,321 kits after a 22-day White Sea/Bear Island trip.

The same day *Booster's* Sea Fisheries' North Sea seiner *Falkenberg*, skippered by Egan Dam, made £22,165 kits.

Chris Andra down south
SKIPPER Andrew and the 195ft, port seiner *Chris Andra* has been fishing mackerel off the south-west of England for the last three weeks. She has been landing 100-150 tons a day.

Plymouth and St. Ives told *Fishing News* that the size of the catches have been fair. Quite a lot of fish had been sold for freshening.

Skipper Tait said he would probably stay on the mackerel until Christmas, but will catch other types of fish when the weather is more profitable.

Jackal recalled

BRITISH United Trawlers at Grimsby brought its middle water trawler *Ross Jackal* back from ground off Scotland last week without a single fish. It is understood three men had refused duties during a trip lasting four days. Initially one deckhand refused to follow orders shortly after leaving Grimsby on November 1. Then, two other deckhands refused orders and *Jackal* was brought back to port.

Two men later appeared before Grimsby District Magistrate's Court. Deckhand David Hewson, 30, was fined £100 for refusing to follow orders. The other man was fined £50 for the same offence.

November 12, 1976

ICELAND Hopeful—but it won't be easy

DISTANT water trawler owners were reasonably confident last week of a new agreement with Iceland from December 1, now the Community has agreed upon its own 200-mile limits from the New Year.

This is despite reports filtering out from Iceland that any new settlement negotiated for Britain by the EEC will, at the best, be only a well watered down version of the present restrictive arrangements.

A typical comment from one Grimsby owner was: "We're very hopeful of an on-going settlement now which will enable our trawlers to continue without a break."

"We firmly expect Iceland will come to a long term agreement and increase the allocation of fishing days in return for reciprocal fishing within EEC-controlled waters and, nearer home, in exchange for the very lucrative markets its trawlers are enjoying in Britain, and Grimsby in particular."

At Consolidated Fisheries Ltd. director, Don Lister, put up a similar argument. "I'm very, very hopeful," he told *Fishing News*, adding: "The EEC has the Greenland fishing as an additional lever and this can only help the British case. Everyone is

hopeful — you have to be! I know it's a very difficult question to answer before the negotiations have begun, but then failure will have a disastrous effect upon the industry."

Mr. Lister warned, however, that any new agreement would be unlikely to be more generous than the existing settlement. He felt there was room for manoeuvre over some of the minor points of the Oslo deal like allowing credit for trawlers stopped from fishing by foul weather (at present dodging or sheltering counts as fishing time).

Investment

Everyone hoped the EEC Commissioners would press for a long term agreement to run well into the 1980s to allow the distant water owners time to decide on a pattern of investment for the future and the restructuring of their fleets.

Meanwhile, in Iceland the picture does not seem quite so good. Scientists are still pressing for a reduction in fishing effort in the interests of conservation and informed sources believe Iceland is certain to demand a further big cut-back in the present meagre strength as a primary condition for any lasting deal.



Alick Buchanan-Smith.

SPRAT ORDER HAMMERED

THE GOVERNMENT was accused of riding roughshod over the fishing industry when it introduced a new minimum mesh size for sprat nets on October 1.

"There had been little consultation with fishermen, and the Government has a responsibility to ensure that this is carried down to the level of those who are actively involved in the industry," said opposition secretary of State, Alick Buchanan-Smith, in a House of Commons Standing Committee Debate on North-East Atlantic fishing net order, last week.

Disapproval of the Government's action was registered by an alliance of Conservative and Liberal MPs in a 7-4 vote.

Although sprat fishermen acknowledge the need for conservation, they did not feel that this was the right way to go about it, stated Mr. Buchanan-Smith. A close season from June until the autumn, which would include the spawning period, would be far more effective and practical.

"One of the objectives of the order had been to protect immature herring taken as a by-catch. Why then had herring not been subject to the same order instead of achieving control by quotas?" asked Mr. Buchanan-Smith.

The order was a direct contradiction of the Cameron Report, he claimed. This had stated that sprats and herring were not responsive to mesh control because of their nature and habits.

Tests

There was also criticism of the way the Government had carried out tests on sprats in the Moray Firth. Conditions at the time when one year sprats were not available made the whole experiment unrepresentative.

Outlining some of the practical problems of increasing the minimum mesh size to 16mm., Mr. Buchanan-Smith, said gauges to measure nets had not been available until late September. This gave fishermen very little time and now there is great concern about the way they have been measured. Some existing knotted nets "may" pass, while knotless nets

although of the same size mesh fail.

A pair team buying new nets would be faced with a cost of around £8,000 and many people in the industry are convinced that the larger mesh will not help conservation.

On the question of the herring by-catch, Mr. Buchanan-Smith wanted to know why purse seiners had been excluded from the order? "It is not true that purse seiners fish with only 20mm. mesh size. Continental nets are being supplied below 16mm. and the Norwegians have confirmed they fish with nets below this size."

Defending the Government, Hugh Brown, under-secretary of State for Scotland, said that consultation with individual fishermen was impossible. It was also the first time that an order had been made that does something about industrial fishing.

"The purpose of the order is that in part it repeats, with minor modifications, a series of measures long agreed by NEAFC and supported by our fishing industry," he said.

Small mesh nets have only recently been used by sprat fishermen. What is now required, is a return to

a mesh size which has been proven in use sprat fishing but, does let the smallest fish escape.

"To have delayed the introduction of the order would have put the stock at risk. The industry has had nearly a year to adapt since the measure was agreed last November," claimed Mr. Brown.

"Parts of the order which we do not question or challenge will affect industrial fishing of some species," said Alan Beith (Lib. Berwick-on-Tweed). "But industrial fishing of sprats is, in particular, largely left aside by the order because of the exclusion of purse seiners which makes a total nonsense of the principle of the order."

Seasons

More consideration should have been given to close seasons in certain areas," said Patrick Wall (Con. Hatteridge), who added that the only one effective measure of conservation would be a 50-mile exclusive limit over which we have complete control.

In attempt to rescind the order, Mr. Buchanan-Smith has called for a vote in the House of Commons.

Ten-boat start for Irish yard

BOAT BUILDING in English hull moulder GRP is about to take has sold ten hulls to an off in Ireland. An Irish boatbuilder who

is setting up a new yard to fit them out.

Joe O'Driscoll, managing director of the O'Driscoll Boatbuilding Co. Ltd., of Passage West, Co. Cork, has sold the ten boats to fishermen operating all around the Irish coast.

The project got underway in June when the O'Driscoll yard fitted out a Cygnus Marine GM 26 hull. Fishermen immediately liked the design and the orders flowed in.

Cygnus is to deliver the first hull at the end of the year and a fully-equipped O'Driscoll GRP boat will be on display at the Dublin Boat

Show in March next year.

The O'Driscoll yard is the largest producer of small wooden boats in Ireland, according to Joe O'Driscoll.

The new yard is being set up at Passage West, Co. Cork, on a 44-acre site where boat production will be split about 50-50 between wood and GRP. Around 18 boats a year will initially be produced.

"We're efficient in wood and so the two types will be priced about the same," he said.

The order, worth £38,000, is for two 36-footers, five 26-footers and three of the new 21-footers yet to be released. They will be fitted out to BIM

approval and most will go drifting for salmon, mackerel and lobster fishing.

The hulls will be completed in a similar way to the standard Cygnus layout drawn up by Gary Mitchell, but Joe O'Driscoll told *Fishing News* he is to fit laid iroko decks — not GRP — and will also complete them to fishermen's requirements.

The first 26-footer is for Michael O'Callaghan of Schull, Co. Cork, who has ordered the boat with a pot hauler, VHF, Simrad sounder and 45 hp diesel (possibly a Thornycroft).

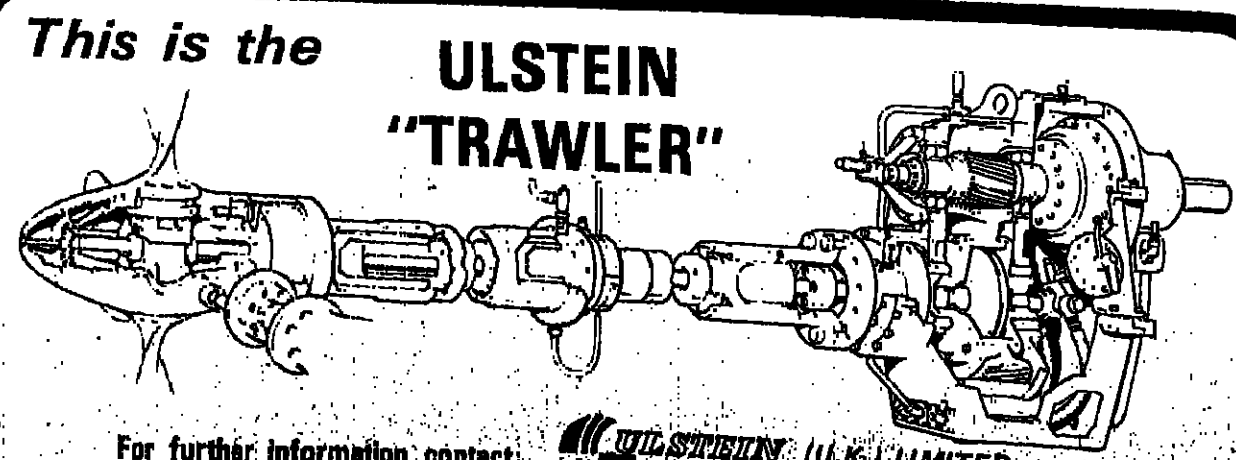
First 36-footer is for a Tory Island, Co. Donegal, skipper who will operate her as a multi-purpose trawler.

Joe O'Driscoll told *Fishing News*: "The last six months has seen an upsurge in interest in small boats. The under 40-footer is a very viable unit, and BIM and fishermen know this. I'm very optimistic."

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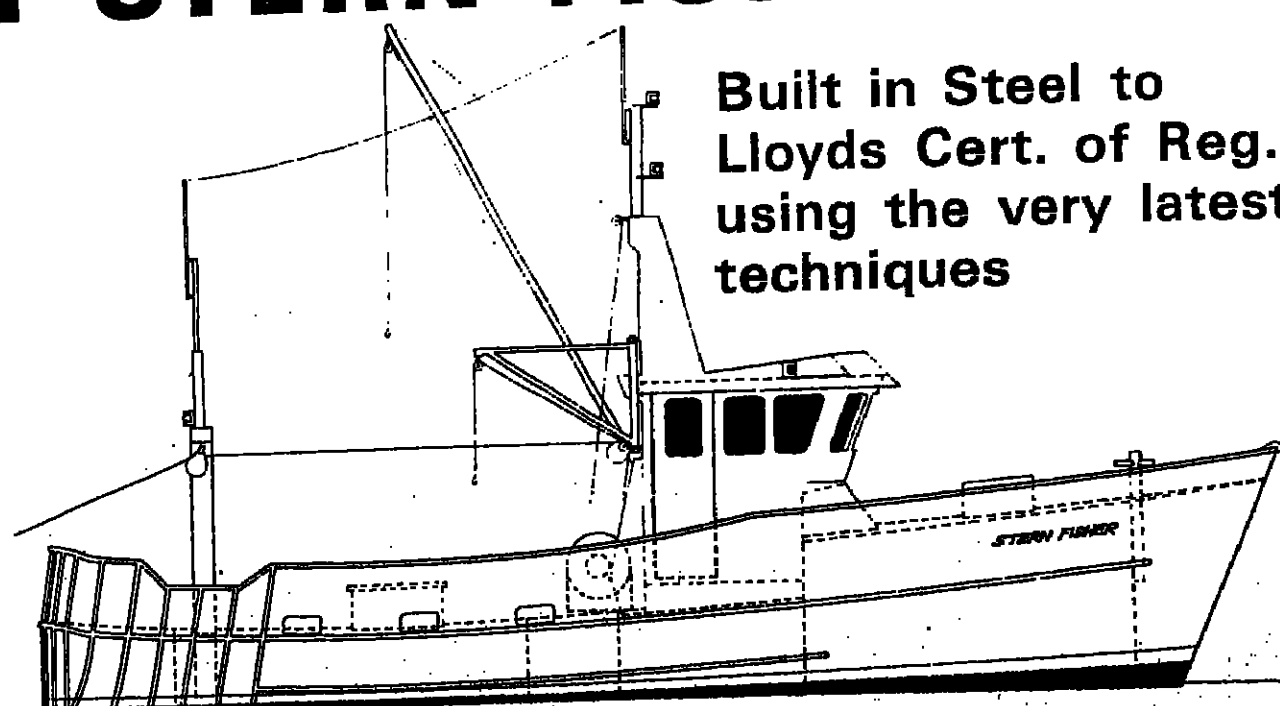


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Low catches but high prices at Milford

IT WAS again a case of small catches and sky high prices at Milford Haven last week with local vessels salvaging something from weather-lit voyages.

The week began with the arrival of the pocket trawler *Westerdale* and *Bryher*. *Westerdale* resumed the success she enjoyed before having a series of broken trips when Skipper Frank Reynolds brought her back to port with 80 kits which sold for a good £3,380.

Bryher (Skipper A. James) had 129 kits which sold for £4,891. Between them the vessels had a total of 20 of cod, 20 of whiting, 75 of roker, 10 of turbot and brill, 25 of plaice and 15 of soles.

On the following day it was the turn of *Norrad Star* (Skipper John Rogers) and *Picton Sealion* (Skipper Trevor Salter). *Norrad Star* landed 92 kits after a nine-day trip to make £3,287. *Picton Sealion* was at sea for only six days in catching 52 kits which sold for £2,348.

The vessels landed a combined total of 20 of cod, 25 of whiting, 70 of roker, five of turbot and brill, 10 of plaice and five of soles.

HERRING fishing off the Suffolk and Norfolk coast is the best for years, and Lowestoft, Alderburgh and Harwich boats have all made heavy landings.

Lowestoft fish market has handled thousands of stones of local herring in the last fortnight, or so, with sizeable catches coming through Harwich boats as well as local ones.

Top day last week was the 2,400 stones on Wednesday, with 300 stones coming from the Lowestoft inshore trawler *Fertile*.

Heavy landings continued this week with nearly 3,500 stone on Monday and Tuesday, those were handled by Ness Point Fisheries and B.F.P.

Boy Frank of Yarmouth and G.N.E. of Lowestoft each brought in about 280 stone. Both catches were handled by Ness Point with prices ranging from

STAGGERING FUEL BLOW

FLEETWOOD owners have described last week's 40.20 a ton fuel oil rise as "a staggering blow". It is estimated that for members of Fleetwood Fishing Vessel Owners' Association the rise will add £250,000 a year to their costs.

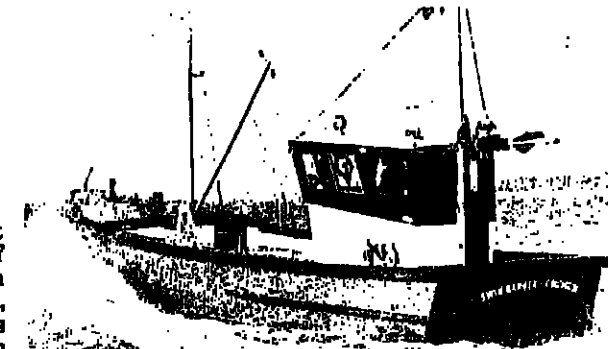
Victor Buschini, snr., trawler manager for the Hewett Fishing Co. said: "In the last couple of years nothing has gone right for the industry." He said that his firm's large side trawlers consume 3½ tons of fuel a day. That means the increase will cost each ship about £750 for a three-week trip and the vessels make about 15 voyages a year.

Jim Cross, Fleetwood manager for J. Marr and Son Ltd., said: "This is a hell of a shock. It was obvious from the falling value of the pound that an increase would have to come, but we were estimating that it would be half what it eventually turned out to be. It will be between £800 and £900 on the cost of each trip made by stern dragners."

"We have been beset with troubles over the past couple of years. Fish prices recently, however, have been running at a much more realistic level. But it is difficult to see the possibility of a rise sufficient to cover these new costs."

There is also to be a 15 per cent increase in charges for dock users at Fleetwood from January 1. Tony Winfield, Fleetwood docks manager for the British Transport Docks Board, said that the increases were to be made at all the board's 19 ports. They were unavoidable because of inflation and rising costs.

But trawler owners and fish merchants who have separate agreements with the docks board are only marginally affected by the increase and inshore fishermen are in the middle of negotiations to decide the extent of their increase.



The GRP vessel *Swin Ranger* is now working from Lowestoft.

£1.40 - £2 per stone.

Among the 1,850 stone Other prominent boats handled by B.F.P. was have included the two 480 from *Seafarer* and 750 GRP West Mersey craft, who knows?"

East coast herrings come back in force

Swin Ranger and *Gill* who had been working from Lowestoft.

"The herring seem to be making a comeback", said Doug Beardley of B.F.P. "No-one knows why the herring shoals have become more plentiful, but the landings are certainly the best in recent years."

"It might be that after the collapse of the herring fishing sometime ago, conservation measures enabled the shoals to build up again. Or it could be the weather, the calm seas during the hot spell, from the long hot summer, who knows?"

It was chucking it down.

The wipers couldn't cope — two hours leaning out to navigate. That was the last straw, the next day we fitted a Kent Clear-View Screen.

Kent Clear-View Screens operate under the most adverse conditions. The fast spinning armoured glass disc throws off all water, hail and sleet immediately, giving continuous clear vision — the basic necessity for safe navigation.



OBITUARY

ONE OF the most respected members of the Clyde fishing industry, Robert McGown MBE of Campbeltown, has died.

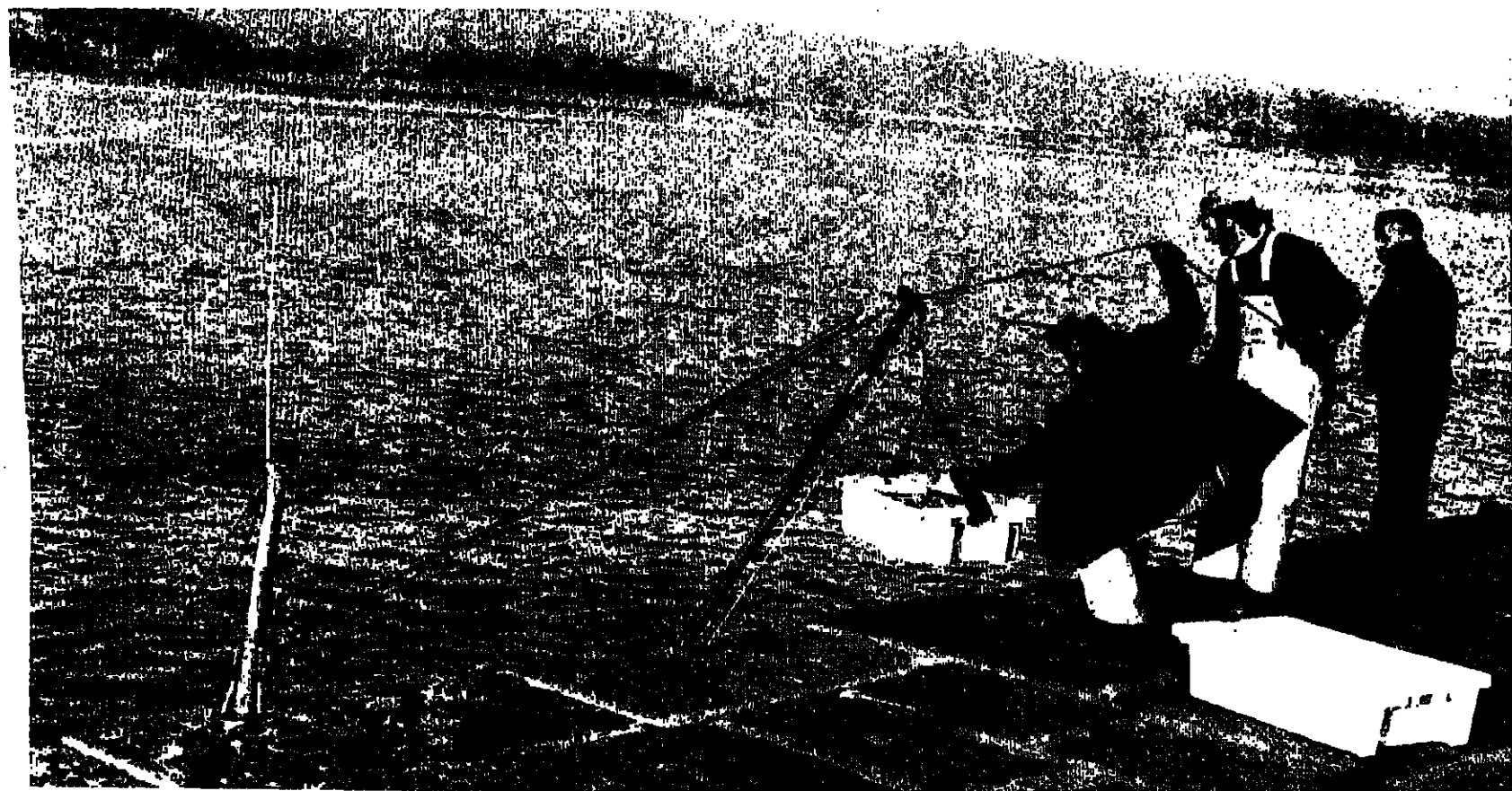
He came of a long line of successful owner-skipper.

From its inception in 1936 he took a keen interest in the affairs of the Clyde Fishermen's Association and after war service he became the second chairman of the association.

He was also the association's representative on the original Federation of Scottish Herring and White Fish Catchers and took part in many meetings at national level on behalf of Scottish fishermen. He was awarded an MBE in 1962 for his work.

Although suffering from a painful complaint in latter years, he never lost his cheerfulness. The respect in which he was held was marked by one of the largest attendances ever seen at a funeral in Campbeltown.

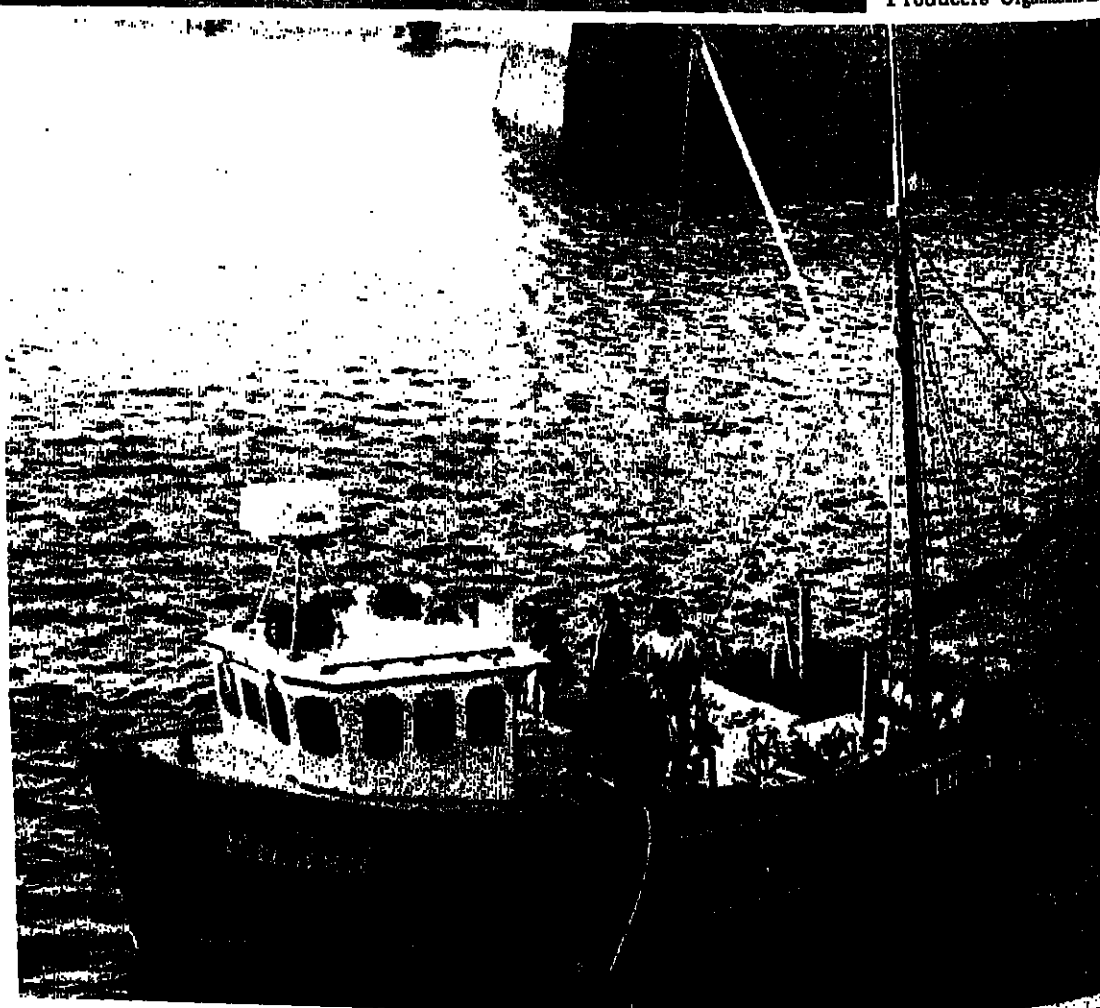
MACKEREL: LONG STEAM SMALL HAUL



Above: small boats, big tides and high quay walls mean that, even when a line boat has scratched together a catch, it can be quite a game to land. Here the crew of *Rockhopper*, one of Cygnus Marine's GM 32 GRP craft, lands the first boxes of a 130-stone catch at Penzance. With the landing derrick just poking above the height of the quay, it was a case of carefully raising the box and then, with the aid of a rope to pull the box towards the quay, making a grab for it. Good job it was a calm day!

Right: *Emma Goody* with around 100-stone of mackerel on deck. The boat works for Flushing co-op but brought this catch into Penzance to land. She had worked 16 miles off — 2½ to three hours' steam — and four-handed to put ashore a catch which just about pays their wages. *Emma Goody* went into service just over a year ago.

Below: little *Alma* — just 26 ft. long — makes Newlyn harbour to join the mackerel fleet for the season. Skipper Norman Sloley of Combe Martin, North Devon, was greeted with the sight of a harbour full of small boats all tied up on a sunny day — fish well out of range. Next day she sailed on to pick up mackerel gear near Falmouth. She has been crabbing since her completion in September.



Right: the results of a day's work for *Jasmine*, based at Newlyn. She had searched until mid-day before dropping on some fish and then headed for home with just 50-stone aboard. A hard day's work for fish worth probably less than £25.



MOST OF THE boats working mackerel from Cornwall have landed a paying catch for a month. With Millbay Dock at Plymouth fills up with northern boats, the south-west line are switching to sea and white fish line or just hoping the shoals will come inshore.

The small boat fish see the winter mackerel as the banker — hard to catch in recent seasons but they have enough money to see them through a winter.

This year, however, they have moved out of range, left the small boat fish stranded in port.

Crews not equipped to switch fishing methods going on the dale. But men on boats which have been scratching catches working long hours for pay packets.

Ben Collins, member, secretary of the Cornish Fish Producers' Organisation Ltd.

Line boat men living on hope

Most members have been averaging two stones per man per week. "Last year, it would have been 20 stones each and the year before at least 60 stones."

"One of the Cadgwith men was out for five hours and caught six fish. A Mylor man has been at sea for eight days and caught nothing marketable. He cannot afford the diesel oil to go out again until he hears there is more fish about."

Mr. Collins said that on a recent calm, sunny day there were more than 100 boats under 40 ft. tied up inside Newlyn harbour.

"At the same time, the Scots and Irish are landing 50 to 60 tons of small fish each day — some going for fish

meal and some for EEC compensation payment. (On clear nights a mass of lights can be seen from the Cornish coast.)

"We are most disturbed by all this, and an atmosphere of gloom hangs over the Cornish ports," he said.

Dave Culling, manager of one of the biggest co-operatives in Cornwall, Cornwall Fishermen Ltd., said that at this time last year there were 55 boats landing mackerel to CFL.

"Fish catch figures are traumatically down. We have not got one boat round here from Newquay, St. Ives or Padstow, and the only Porthleven boat here is the trawler *Dew-Genen-Ny*, which is our only source of mackerel at the moment."

A radio war has developed between the locals and 'stranger' trawlers and pursers. The Cornishmen have been trying to block the radio frequency on which boats communicate, while in Mount's Bay, the pipes have drowned over the radio in retaliation. The Scots have been heard to remark over the radio: "Och, proper job, me 'ansome," in less than true Cornish dialect!

A visiting line boat skipper said: "If my boat stays on the mooring all winter she won't make a penny. So you have got to come and have a try". But lack of fish means that the hard-won markets could be lost before the gurdies turn again.



Above: it should be mackerel aboard this Mevagissey-based boat, but there's conger in the hold. A number of Mevagissey boats turned over to white fish being when mackerel became scarce, but a lack of fish generally is cutting local landings. The port is at a disadvantage when on mackerel as the juggernauts carrying fish off to the Continental markets would get stuck in Mevagissey's narrow streets long before reaching the harbour.

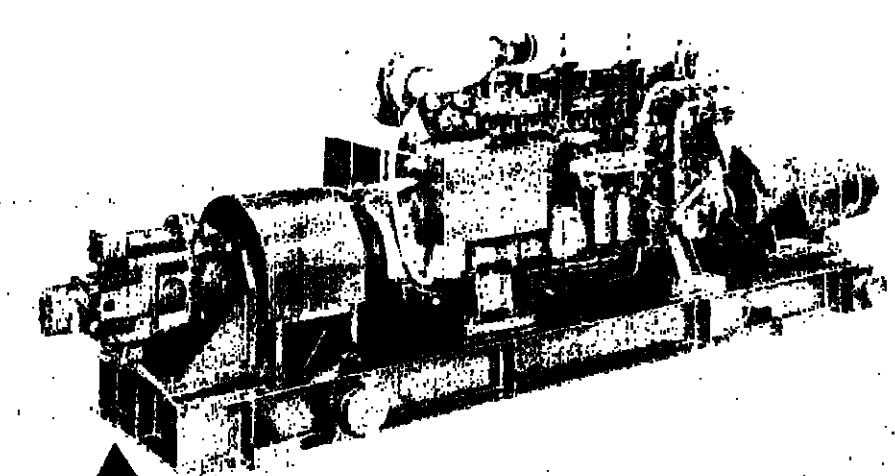
Right: *Rockhopper* heads into Newlyn after landing across the bay at Penzance. Trailing *Rockhopper* into port is Skipper Ray Hughes in *Lady Carol II*. This boat had made the trip from Swansea. During the last week, big fish have been found 3 hours steam from Newlyn, off Lande End, but they are deep and it is the boats with hydraulic gurdies which have taken a few reasonable catches. A shy haul was even taken in Plymouth Bay.

Two new side trawlers rely on G&M auxiliary generators



G & M Generators were chosen by Scott & Sons Ltd. of Bowling to provide reliable auxiliary power for Grampian Hill and Grampian Glen, two new side trawlers built for the North Star Fishing Company of Aberdeen.

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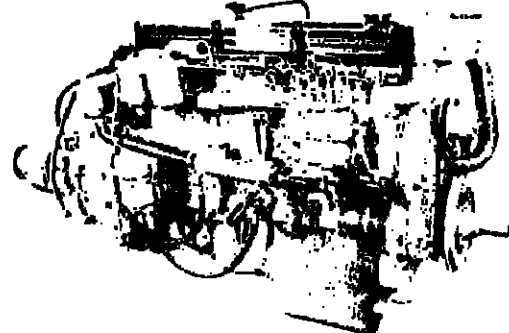
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Multi-purpose 'Maggie'

MAGGIE MARIE, the latest boat from the G. Percy Mitchell yard at Mevagisey, Cornwall, reflects the latest thinking in inshore boat design.

She has a GRP hull and a deck layout which enables her owner to use the boat for a multi-purpose role.

Maggie Marie is owned by Mike Lynn of Dartmouth who will use her to fish for crabs, white fish and scallops. He has gained plenty of experience fishing offshore crabs while crewing on a 60-footer.

Based on the standard Cygnus Marine GM32 hull, which was designed by Gary Mitchell, a partner in the

Mevagisey yard, the new boat has a forward wheelhouse and stern gantry.

Power is supplied by a Lister HRW 6MGR3 rated at 88 hp at 2,200 rpm. The 31 in. diameter propeller is driven by a 2 1/2 in. diameter stainless steel tail shaft and mild steel intermediate shaft, carried in a Cutless rubber bearing. A speed of 8.7 knots was achieved on trials.

Hydraulic power is supplied by a clutched Dowty pump driven by quadruple pulleys. A 3,000 lb. pull Celtic Slave pot hauler is mounted amidships, aft of the wheelhouse, on a sturdy console which also houses the remote engine and steering controls.

A Smallwood 1-ton trawl winch is situated aft of the

wheelhouse on the port side. This had to be done to allow the pot hauler to be sited amidships to the customer's specification.

VESSELS REVIEW

Because the trawl winch is off the centre line, it causes a very acute angle for the warp leads on the starboard barrel.

Wills Ridley hydraulic dual-station steering and dual engine controls are well sited for deck operation when crabbing.

Heavy wood sheathing is fitted in way of the pot davit,

both stern quarters and a small hatch in the wheelhouse floor above the belt drive. The only below-deck removable section of the hull is provided for the change, but pot hauler trawl winch would have been removed.

Engine accessibility is provided with a small hatch in the wheelhouse floor above the belt drive. The only below-deck removable section of the hull is provided for the change, but pot hauler trawl winch would have been removed.

Coamings

Main reason for the accessibility is that it requires high deck coaming surrounding an engine deck. The owner wanted a cluttered deck, so the hatch to be sited in the wheelhouse.

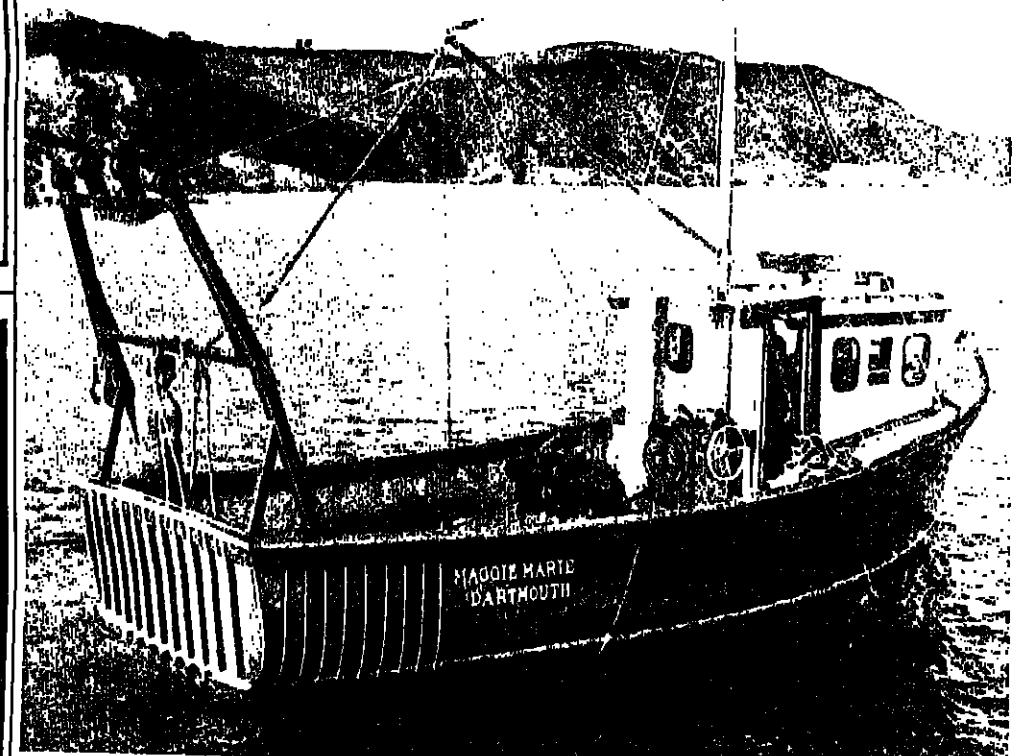
Both sea-cocks, deck sprinker system and wash, and the main for engine cooling, situated high in the hull well forward. A heavy punching a head sea, possibly result in damage.

Fitted

Wheelhouse equipment includes Seavoice VHF & Kelvin Hughes NS sounder, Decca 600 24-mile range, and Skipper auto pilot with approved watch alarm. Navigator is to be fitted. All electronics were fitted by Myk Electronics.

Maggie Marie is the GM32 fitted out by Mitchell yard. The first crabber for Boscawen.

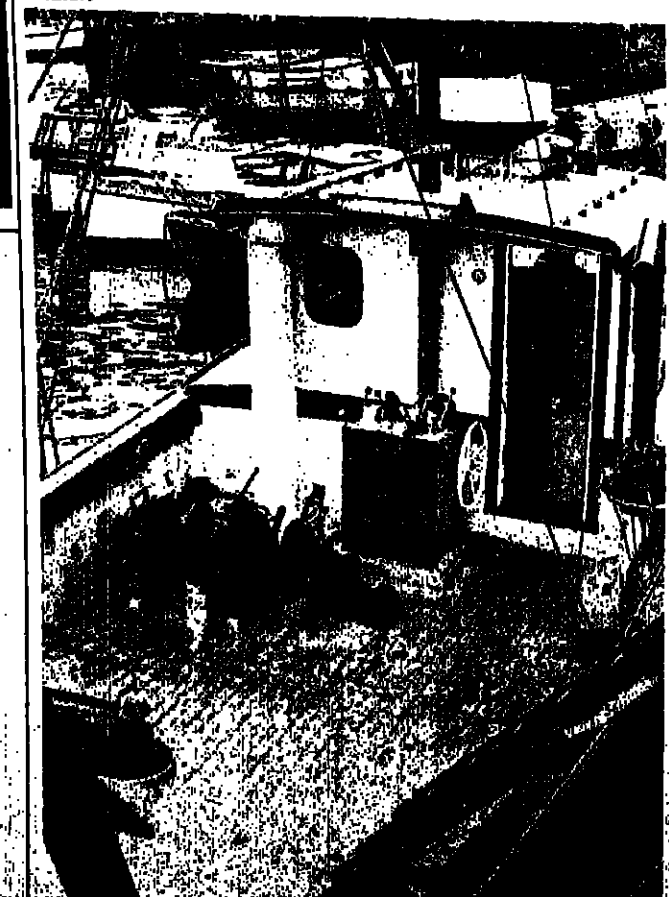
Maryn Mitchell



Above: **Maggie Marie** off Mevagisey before she sailed to her home port of Dartmouth, Devon. Her GRP hull is heavily sheathed in wood.

Right: the 32-footer is based on Cygnus Marine's GRP 32ft. hull which has been in production for about 18 months. Hull form is similar to wooden boats from the Mitchell yard.

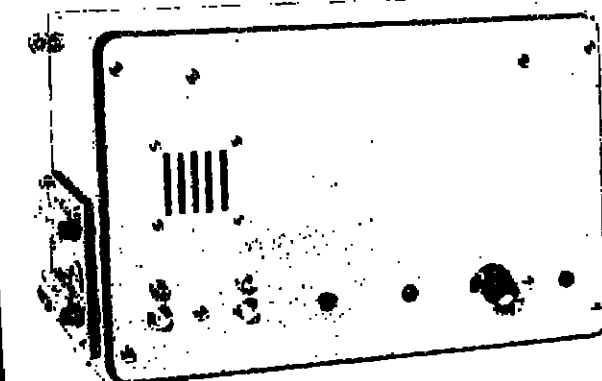
Below: deck layout of **Maggie Marie** showing the offset Smallwood 1-ton winch and new Celtic Slave 3,000 lb. pot hauler.



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STAITHES COBLE



THE TRADITIONAL Yorkshire cobbles are still very much in favour in the North East of England and a number of builders specialise in their construction.

Many of the fishermen who work these cobbles come from established fishing families and are carrying on the skills handed down to them from generations of forebears.

The good returns have been enjoyed by the inshore fishermen in the last few years have encouraged some young men from other walks of life to invest in boats and go fishing full time. Two such young people are brothers John and Sean Baxter who's family moved to the North Yorkshire village of Staithes a few years ago. Their father Mr. John Baxter retired from the R.A.F. and bought the small open boat *Golden Days* to take out angling parties.

A short while ago John also left the Air Force and he and his younger brother Sean decided to make their living from full time commercial fishing.

Early in October they took delivery of the 26ft. open cobble *All My Sons* which has been built with the aid of a grant from the White Fish Authority.

The brothers have also made quite a lot of their own fishing gear including crab

and lobster pots, and long lines. Also sailing with them is another young newcomer, Mr. Martin Hopkins, whose family has just moved to Staithes from Bradford.

All My Sons has been built at the long established yard of William Clarkson (Whitby) Ltd. Connoisseurs of the cobble agree that she has very attractive lines.

With a beam of 8ft. 6in. she is powered by a Mercedes 36 hp engine which drives the propeller through a Borg Warner gearbox of 2:1 reduction ratio.

Morse controls are fitted aft, and the propeller is housed in a 'tunnel' which is formed by a concavity in the bottom planking aft.

Hydraulics

The North Sea Winches pot and line hauler is hydraulically powered from a small pump driven off the fore end of the engine. Electronic equipment comprises a Ferrograph G500 echosounder and a Seavoice radio telephone.

At present the Baxters are working 200 pots which are of the traditional Yorkshire type with three bows and two spouts. The bows have been made from cane and briar and the netting is of couriers.

The pots being fished in fleets of about 50 and the first fishing gear including crab

new cobble produced 20 lobsters. With lobsters fetching 22 a pound this was encouraging, considering that the crew were just getting used to handling the cobble and her gear.

Later in the year, the brothers plan to go line fishing for white fish and may use as many as four lines depending on how many they are able to bait.

Shelling mussels and baiting the lines, referred to locally as 'baiting and skimming', is a time consuming and tedious job and the brothers plan to do this work themselves. Mussels are bought for the Yorkshire fishermen by local fish salesmen and now come mainly from Ireland, Wales and the West and cost the fishermen £2.30 a bag.

Two lines can be baited from one bag of mussels.

Because of the baiting problem the Baxters are also going to try working trammel nets for cod and if these fish well they will take the place of lines.

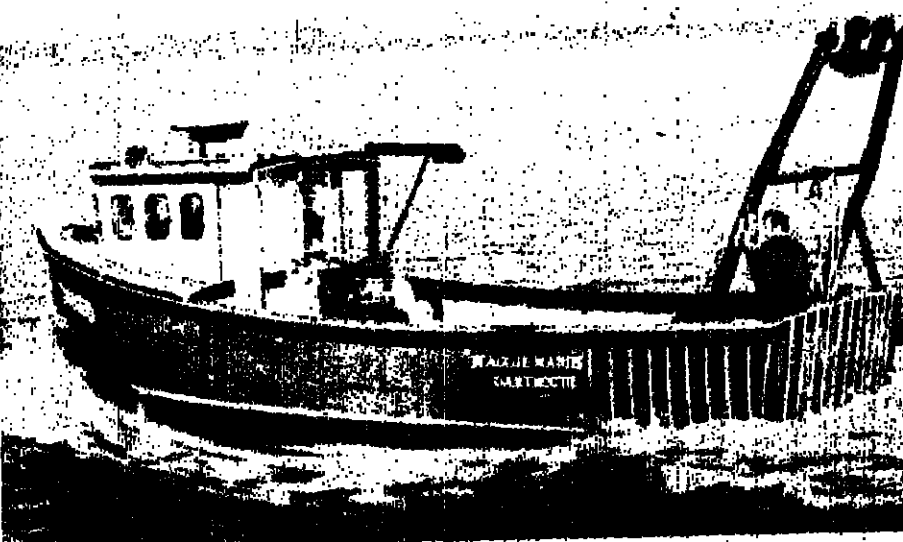
Made by Bridport Gundry, these nylon trammel nets are 80 fathoms long and 6ft. 6in. deep and the walls have 17 in. mesh and the inner net has 4 in. mesh.

Trammel nets have fished well in sheltered waters off the Yorkshire coast but the Baxters are a bit worried that the sides of Staithes may be a bit too strong to work them successfully.

Above: the cobble *All My Sons* sailing into harbour at Staithes, on the Yorkshire coast. Left: the crew — John Baxter, Sean Baxter and Martin Hopkins — have started off by going potting.

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50 MILES: cry of a beleaguered industry

DOES THE UK need a trawling industry, what, if anything, does the existing industry do for the country, is it important?

Luckily for the industry, the worse the UK balance of payments situation becomes, the easier it is by degree — though no more relevant in terms of argument to point out just what benefits the trawling industry brings to our beleaguered Isle.

The industry produces a raw material — namely food of high protein — in which we are not self-sufficient, and at the same time by so doing lessens our appalling balance of payments position.

Furthermore, the industry has many millions of the country's limited resources invested in ships and, proportionately, as large sums invested in skilled and trained manpower (not to make capital of the emotive issue of unemployment). Such resources cannot afford to be squandered or wasted by a country as poor as the UK.

Effort

The trawling industry (the terminology itself now archaic as vessels become multi-purpose) has been taken in the past as synonymous with the UK's main fishing effort. The inshore fishing industry, only recently accorded the title of "industry" which it richly deserves is now far better equipped and organised than the croft/cottage industry it once was.

The fishing ports of Aberdeen, Granton, North Shields, Hull, Grimsby, Milford and Fleetwood, developed into efficient trawling ports with the advent of steam power. Hull, Grimsby and, to a certain extent Fleetwood, became the main distant water ports whose vessels ranged and still range the entire North Atlantic.

These three ports' distant water vessels last year produced 218,000 tonnes of demersal fish (of which 85,000 tonnes were deep frozen at sea) — mainly cod, haddock, coley, and ling. Fleetwood produced some 28,000 tonnes, Grimsby 69,000 tonnes and Hull 126,000 tonnes.

The entire England and Wales fleets produced 325,000 tonnes of demersal fish in 1976 of which the above three trawling ports distant water catch made up 67 per cent.

UK landings of demersal fish in 1976 were 679,000 tonnes worth £122.5 million. The distant water fish represented some 38 per cent of this but 46 per cent of the value.

Scottish demersal landings for 1976 were 249,500 tonnes worth £41 million.

The importance of the various sectors of the UK of 130,000 tonnes) and some fleet to the market, and that in often the large processor, is highlighted by the difference in value between Scottish demersal landings at an coast line, the North Sea, average of £104 per tonne and Sutherland and the West Coast of Scotland (heavily influenced by distant water trawling landings) at £249 per tonne. Although the UK distant water fish water landings have fallen the is most highly valued as it is deficit has by no means been

THIS PAPER presented by Mr. T. W. Boyd jnr., managing director of trawler owners Boyd Line, Hull, argues for the retention and even expansion of the British distant water fleet. Mr. Boyd was speaking at a conference to discuss: "The present and the future for the fishing industry", organised by the Humberside Branch of the Nautical Institute.

mainly large in size and, therefore, faster and more economical to process.

To view the trawling industry in a meaningful and unbiased perspective we must take note of the total UK landings in 1976 which were some 888,900 tonnes worth some £151.4 million valued on average at £174 per tonne. England and Wales produced 446,100 tonnes at £90 million or £202 per tonne; Scotland produced some 409,200 tonnes at £59.3 million or £145 per tonne.

The apparent discrepancy between the values of these tonnages is the result of differing fishing patterns with particular emphasis on pelagic and industrial fishing.

The pelagic fishery in England and Wales yielded some 78,000 tonnes, worth £3.86 million tonnes or £50 per tonne. In Scotland yields were 138,100 tonnes worth £10.76 million with an average value of £78 per tonne.

The "traditional trawling ports" of England, Wales and Scotland produce together 371,000 tonnes of demersal fish which were 64 per cent of the UK demersal landings. This again allows the observer to place the trawling industry into perspective.

At the end of September this year (1976) the trawling fleet numbered some 358 vessels in total, 120 vessels are under 110ft., 129 are between 110ft. and 140ft., and 107 are above 140ft., including 41 freezerers. It is interesting to note that the French have less than 6 traditional freezer vessels, the Norwegians less than 10 and the Germans 33.

A major strength of the French fleet is a considerable number of modern stern fresh fishing ships which fish mainly in waters around the UK. The Norwegians have a smaller number of small stern trawlers, the majority of their fishing effort being pursers, liners and gill netters.

The Germans have 38 wet fish vessels which fish mainly Iceland, the East Coast of Greenland and the Norwegian coast.

Where does the UK trawling fleet fish now and where has it traditionally fished, where has the 218,000 tonnes of distant water fish caught in 1976 come from?

The answers are fairly straightforward, approximately 120,000 tonnes (of which 98,000 were cod) came from the Norway coast, Bear Island, Spitzbergen and the White Sea, approximately 80,000 tonnes from Iceland (two years ago it was in excess of 130,000 tonnes) and some 18,000 tonnes of cod and haddock from the Faroes. The remaining 361,000 tonnes in value between Scottish demersal landings at an coast line, the North Sea, average of £104 per tonne and Sutherland and the West Coast of Scotland (heavily influenced by distant water trawling landings) at £249 per tonne. Although the UK distant water fish water landings have fallen the is most highly valued as it is deficit has by no means been

made up from UK adjacent waters and nor is it going to be easy to achieve this make up.

There are factors which dictate the future shape of the fishing industry and over which the industry has little or no control. These are:

(1) On what grounds are UK vessels going to be allowed to fish.

(2) What is the UK Government's policy particularly with regard to the balance of payments situation and conditions of fair competition for the industry to work in. The European Parliament's policy on agricultural and fishery matters.

It is not generally appreciated that it is now the EEC and not the UK which is responsible for negotiating with third countries with regard to fishery matters.

The most urgent and pressing matter before the EEC is negotiation with Iceland. The industry very much doubts if the EEC knows what it intends to achieve. Before the second Cod War the UK catch was running at an annual rate of some 130,000 tonnes caught by some 130 ships. Under the present agreement, which terminates on December 2nd, the UK is allowed a presence of 24 ships on the grounds at one time and we will be lucky to achieve an annual catch of half the previous tonnage.

From a negotiating point of view, the Icelanders taken some 40,000 tonnes annually from within the 200-mile belt but whether the EEC negotiators will be able to take advantage of this benefit the UK industry is open to doubt.

The stock situation in Iceland is reasonable. Icelanders are now admitting in their press during the last cod war that scientists were ordered to their Government to say the stocks were over and in poor condition. It has been recently remarkable "recovery" of Icelandic fishing stocks.

The uncertainty of the present situation in Iceland is almost palpable.

and highly frustrating. There can be very few other industries in such a difficult situation as this.

It may not be appreciated by those not involved in the industry that the entire North Atlantic is subject to quotas and, therefore, ships may be displaced from Iceland have no where else to go other than to return to within the UK's pond where they lay claim to non-quota species presently reserved for existing near water vessels.

Let one should imagine that they are, by their very size, unacceptable it should be noted that large French, Polish, Russian and Bulgarian vessels frequent these same "UK pond" grounds.

The North East Arctic Fishing Grounds, the operating territory of our freezer vessels together with a few remaining wet ships that have no Icelandic licence, are returned to the melting pot following statements by the Norwegian Government that it will adopt a 200-EEZ in the New Year.

Stable

The Norwegians, however, have a more stable Government than the Icelanders — this is not to say that fishing is not of high political importance to the Norwegians, but the Norwegian track record is one of discussion, practical negotiations and a will to live peacefully with their fishing neighbours. Deals are possible with the Norwegians but

unfortunately the deals will now have to be negotiated by the EEC.

The Norwegians take from the UK pond well in excess of the UK quota in the North East Arctic. Much of this is, however, pelagic and industrial species. Last year, for example, in one species alone the Norwegians took 80,000 tonnes of sprats in the short three month season. All of these being taken within 20 miles of the UK coast. This was against our North East Arctic quota of 98,000 tonnes.

The prospect, therefore, of acceptable negotiations with the Norwegians is not unrealistic. Certainly the EEC negotiators have plenty to negotiate with and are not approaching the negotiating table empty handed.

The UK contribution to the Common Market pond is some 2.3 million tonnes of fish a year of which we traditionally take just over a quarter leaving some 1.7 million tonnes for the negotiators to do reciprocal deals with!

The UK is now, however, firmly inside the EEC which has already cast covetous eyes on the UK waters — "counting their chickens". One would hope that any negotiator worth his salt would be able to substantially increase the UK North East Arctic quota and one would hope to maintain the UK's Icelandic quota.

Access to the Faroeese fishing grounds should present the negotiators with no trouble at all; UK vessels took 18,000 tonnes of cod and haddock and as much again of coley for Faroeese waters. The Faroeese catch from the UK runs constantly between 90 and 105,000 tonnes.

The Faroeese have indicated that they will terminate the Agreement on February 28 next year, but despite a favourable UK balance on

the fishery the industry has detected no sign of movement from the EEC as yet nor indeed any sign of a policy for real disillusionment.

The problem facing the UK industry would be relatively simple were they confined to these three distant water areas against a background of secure home and EEC water supply but, they are not.

The North Sea and UK coastal waters, as part of the North Atlantic are subdivided nationally into quotas as agreed by North East Atlantic Fishing Commission and have been for a number of years.

The quota share-out was achieved by applying accepted formulae of historic performance (based unfortunately all too frequently upon a high contribution of industrial fishing and figures of dubious origin).

Taking into consideration the present state of EEC pond stocks in general, for the UK to be able to take advantage of her stocks which will yield a 2.5 million tonnes total allowable catch, both EEC and third countries must either keep out or their catch reduced.

The message must have come across loud and clear over the past six months, that the industry has no confidence in other countries' implementation of NEAFC regulations — in particular, mesh size and statistical reporting; nor has it any confidence in the UK Government's determination to see such present and future agreements adhered to.

The record of the Ministry of Agriculture, Fisheries and Food on this score is a poor one and the depleted fishery protection squadron (now only just showing signs of being re-equipped though with ships slower than the vessels they are intended to apprehend) does the best job it can.

We do not have in our Government men with sufficient "fire in their bellies" to order the job to be done as per international agreement. The UK's track record in acquiring for herself large slices of NEAFC cake is poor. We act, unfortunately, as honourable men in a den of thieves.

The fishing industry in this country has virtually no political importance. MP's interested in fishing are relatively few and fishing is sacrificed time and again for some other expediency — a few years ago it was "we must not upset De Gaulle". Incidents which go towards confirming the fishing industry's frustration are legion.

We, as a Company, applied three years ago to use special small mesh nets to catch squid that French and Japanese vessels were taking at Rockall: this request was refused as "it might lead to mesh infringements by foreigners".

Such is the nature of the problems and uncertainties which beset the trawling industry that until these are solved or settled — for better or worse — long-term planning and investment is impossible and vitally important manpower dwindles away.

Before stating how I would like to see the trawling industry develop given a fair chance as opposed to where I fear it may go, it is important to take into consideration what other fish catching power the country possesses. The UK has an extremely energetic and variable inshore fleet (inshore because it is under 80ft in length but been as high as 1,000,000 certainly not inshore as far as tonnes. Shetland fishermen fishing capability and past who had taken their meagre performances show). This fleet which has been strengthened since 1970 by 130 new ships lands fish annually to the value of £34 million as compared with £56 million by the trawling industry. It employs some 7,500 men at sea with a further 1,500 seasonal staff.

largo better sacrifices today

for stocks tomorrow but that does not pay today's bill. The apparent unfairness of such share-outs has caused real disillusionment.

The UK fishing industry's lack of confidence has led to the demand, however impractical in Common Market terms, for an exclusive 50-mile limit. Fishermen believe then at least they will be able to keep foreigners out and maintain some sort of British fishing industry. This demand naturally presents a far from ideal solution but we are not in ideal times nor again is time on our side.

Fishermen are not so naive as to believe a 50-mile limit will more than marginally improve our present fishing stock position, if at all. But it will halt the annihilation of existing stocks.

Ignorance

Fish are migratory creatures. Our ignorance is such that we do not even know where the small haddocks, prolific at Rockall during some months, go or whence they come.

A 50-mile zone is, however, better than anything the industry has been offered. It is certainly better than 12 or even a 6-mile zone.

The industry can find no reason through Common Market activity not to anticipate no long lasting substantial agreement with Iceland. The best we can practically expect is Norwegian and Faroeese quotas unwhittled away in favour of our EEC fleets.

The 50-mile limit is the cry of a disillusioned beleaguered industry its faith in its Government destroyed; an industry which has chosen to fight to the last on what remains, namely home grounds.

When the UK joined the Common Market our industry — by whatever method it was measured — was by men, boats or catch — was the largest of the Partnership. Measured in manpower alone and it is rather fashionable to quote manpower at this present troubled time, the trawling industries employ directly at sea some 7,300 men, many of these skilled craftsmen. It is difficult to prove the number of men ashore who depend upon the industry for their livelihood but a figure accepted by the Government of 5-1, though there are many in the industry who believe it is nearer 9-1, shows there are shore based workers in the order of 36,500 as a minimum, or more than likely 66,000.

Such is the nature of the problems and uncertainties which beset the trawling industry that until these are solved or settled — for better or worse — long-term planning and investment is impossible and vitally important manpower dwindles away.

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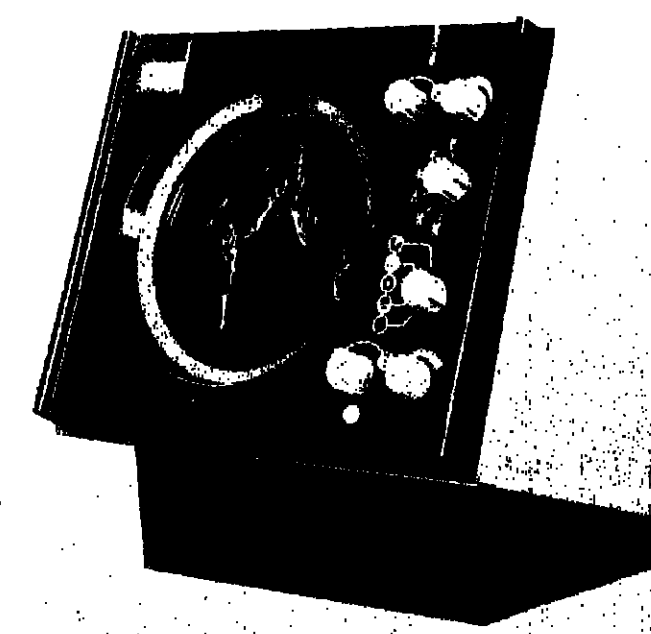
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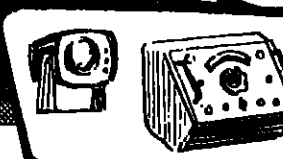
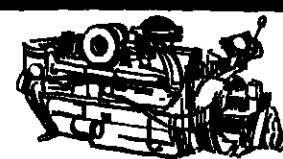
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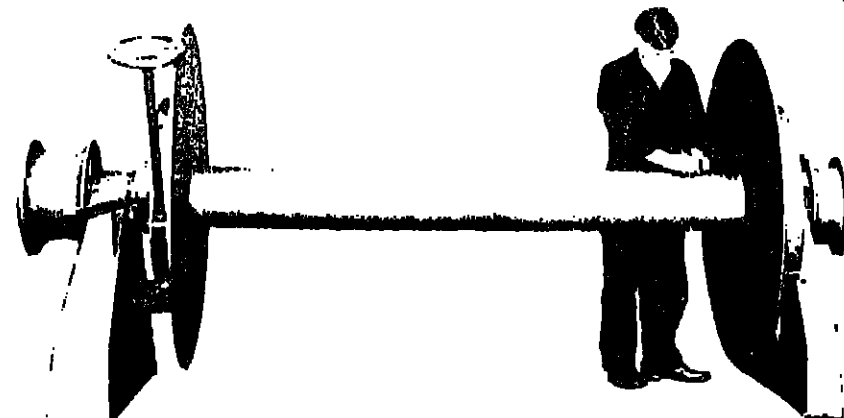


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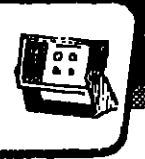
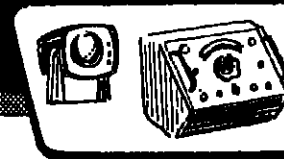
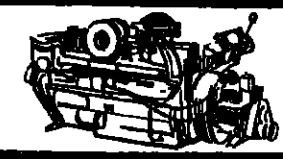


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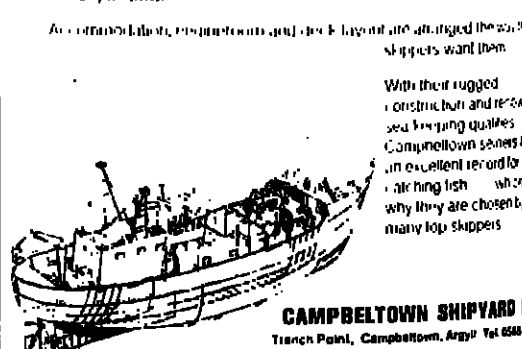
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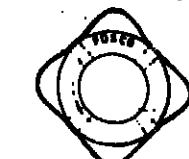
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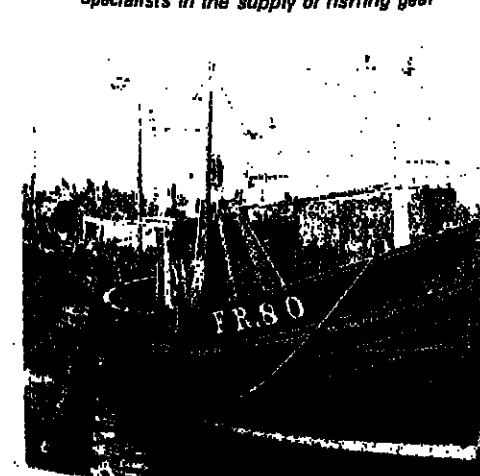
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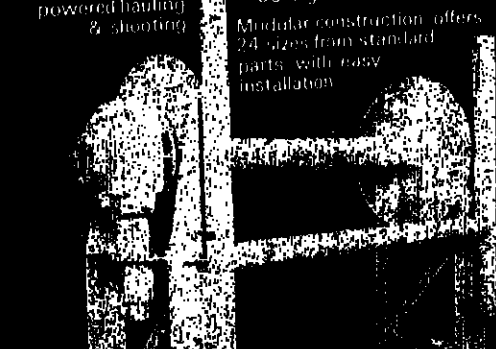
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 £38,576: *Spurs*, Consol (Sk. W. Hardie Jr.), 1,364k, I, 23 days.
 £38,323: *Vivaria*, BUT (Sk. R. Kurz), 1,406k, I, 21 days.
 £34,172: *Ross Kelvin*, BUT (Sk. B. Stokes), 1,172k, I, 22 days.
 £29,078: *Ross Kashmir*, BUT (Sk. J. Roberts), 1,003k, I, 22 days.

Middle water

£22,681: *Ross Zebra*, BUT (Sk. R. Reeves), 1,148k, W, 17 days.
 £22,492: *Ross Panther*, BUT (Sk. W. Stokes), 993k, W, 14 days.
 £19,164: *Ross Jaguar*, BUT (Sk. D. Speck), 694k, W, 15 days.
 £18,550: *Yesso*, Taylor (Sk. P. Brown), 1,141k, F/W, 17 days.
 £17,084: *Okino*, Taylor (Sk. J. McUlrich), 605k, W, 15 days.

North Sea

£7,145: *Lemberg*, Lindsey (Sk. H. Pexman), 231k, NS, 13 days.
 £3,455: *Tom Grant*, Lindsey (Sk. A. Wraith), 117k, NS, 8 days.

Selmers

£4,556: *Bellona*, Consolidated (Sk. A. Thinnessen), 246k, NS, 14 days.
 £4,360: *Nordland*, Allard Hewson (Sk. K. Bruum), 183k, NS, 20 days.
 £3,905: *Linda Lise*, Richardson (Sk. C. Olesen), 134k, NS, 16 days.
 £3,880: *Island*, Sleight (Sk. T. Potter), 158k, NS, 21 days.
 £3,515: *Sustina*, Sleight (Sk. R. Barrett), 126k, NS, 15 days.
 £3,380: *Lairloch*, Sleight (Sk. J. Clark), 138k, NS, 20 days.

Pair teams

£12,668: *Margrethe Bojen*, (Sk. Jens Bojen), 419k, and £12,655: *Frances Bojen*, (Sk. J. Richardson), 436k, both John R., NS, 12 days.
 £9,629: *Carl Borum*, (Sk. R. Borum), 401k, and £8,473: *Jacqueline Borum*, (Sk. J. Borum), 328k, both Sleight, NS, 15 days.
 £8,873: *East Bank*, (Sk. J. Lee), 293k, and £7,845: *Searcher*, (Sk. T. Turner), 280k, both Sleight, NS, 14 days.
 £8,538: *Trendsetter*, (Sk. M. Jensen), 301k, and £5,274: *Athabasca*, (Sk. A. Albrechtsen), 182k, both Sleight, NS, 16 days.
 £2,263: *Golden Venture*, (Sk. P. Pulfrey), 310k, and £4,551: *Skanderborg*, (Sk. P. Scott), 176k, both John R., 11 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Iceland: *Aldershot*, *Boston*, *Kestrel*, *Prince Phillip*, *Port Vedic*, *From White Sea*, *Gillingham*, *Lord Jellicoe*, *Ross*, *Renown*, *Ross Revenge*, *Vancouver*, *From Faroes and Western Isles*: *Hondo*, *Kioto*, *Nanao*, *Ohino*, *Ross*.

Expected during the week: *Arctic Corsair*, *Arctic Rebel*, *Benalla*, *Kingston Amber*, *Lord St. Vincent*, *Ross Tafariar*, *Somerset Maughan*, *Westella*.

PORT MARKETS

MONDAY, NOVEMBER 5

GRIMSBY: A moderate supply of 4,427 kils from 16 vessels met a good demand. Prices: shell cod, £2.50/£2.60; codling, £2.30/£2.40; large, £2.50/£2.60; medium, £2.30/£2.40; small, £2.10/£2.20.

ABERDEEN

£23,597: *Millwood*, Wood Group (Sk. T. Taylor), 1,175k, S, 12 days.
 £21,936: *Ben Bhrackie*, Irvin (Sk. W. Fry), 884k, BS, 24 days.
 £20,411: *Ben Heilem*, Irvin (Sk. J. Cowie), 951k, F, 15 days.
 £19,811: *Ben Lui*, Irvin (Sk. T. Nelson), 790k, BS, 23 days.
 £12,780: *Speyside*, BUT (Sk. E. Watt), 671k, S, 12 days.
 £12,497: *Cederlea*, BUT (Sk. J. Campbell), 407k, WS, 12 days.

LOWESTOFT

£14,376: *St. Phillip*, Colne (Sk. T. Martin), 542k, NS, 12 days.
 £12,714: *Barnby Queen*, Talisman (Sk. C. Craig), 437k, NS, 12 days.
 £11,818: *St. Thomas*, Colne (Sk. J. Ketteringham), 407k, NS, 11 days.
 £11,117: *Bolby Queen*, Talisman (Sk. D. Thomas), 371k, NS, 11 days.
 £10,850: *Boston Wasp*, Boston (Sk. R. Studd), 457k, NS, 12 days.
 £9,848: *Boston Mariner*, Boston (Sk. J. Williams), 352k, NS, 11 days.

GRANTON

£18,577: *Arctic Challenger*, Liston (Sk. K. Grubb), 994k, F, 11 days.
 £16,959: *Arctic Hunter*, Liston (Sk. A. Wood), 923k, NS, 12 days.
 £10,888: *Arctic Explorer*, Liston (Sk. J. Banyard), 707k, NS, 13 days.

NORTH SHIELDS

£11,982: *Ben Edra*, Irvin (Sk. A. Coe), 35,790k, NS, 8 days.
 £9,250: *Christine Nielsen*, Irvin (Sk. C. Ellis), 20,050k, NS, 6 days.
 £4,873: *Lothian Rose*, Irvin (Sk. R. Clarke), 12,160k, NS, 3 days.
 £3,090: *Bishop Burton*, Newington (Sk. T. Fairley), 8,240k, NS, 4 days.
 £1,938: *Cherry Burton*, Newington (Sk. C. Drever), 8,200k, NS, 3 days.
 £1,551: *Scarlet Cord 111*, Irvin (Sk. G. Buchanan), 4,055k, NS, 2 days.
 £1,200: *Floresco*, AF (Sk. B. Scott), 6,061k, NS, 4 days.
 £940: *Cionmore*, AF (Sk. D. Boyter), 2,300k, NS, 3 days.

MILFORD HAVEN

£4,891: *Bryher*, Norrard (Sk. A. James), 129k, 12 days.
 £3,360: *Westerdale*, Linke (Sk. F. Reynolds), 80k, 12 days.
 £2,346: *Picton Sealion*, Norrard (Sk. T. Salter), 62k, 6 days.
 £2,287: *Norrard Star*, Norrard (Sk. J. Rogers), 92k, 9 days.
 £3,200: *Georgina Wilson*, Jones (Sk. T. Smith), 102k, 12 days.

KEY: I: Iceland; F: Faroe Islands; W: Western Isles; B: Bear Island; NS: North Sea; WS: White Sea; NC: Norway Coast; HW: Home Waters; IS: Irish Sea; S: Shetland; SK: Skipper; k: kils; a: cwt; i: kils.

doek, £2.40/£2.50; large plaice, £4.80; medium plaice, £4.70/£4.80; small plaice, £2.30/£2.40; best small plaice, £2.30/£2.40; large skinned dogfish, £2.40/£2.50; small skinned dogfish, £2.10/£2.20; mackerel, £2.10/£2.20; reds, £1.10/£1.20; per stone.

HULL

1,488 kils from one distant water vessel and a Newth Sea seiner, distant water price ranges per 10st. kil, heads on, shell cod, £2.9/£3.40; shell codling, £2.7/£3.10; shell haddock, £2.0/£2.50; cod, £1.40/£1.50; reds, £1.2/£1.3; catfish, £2.1/£2.25; mackerel, £2.1/£2.25; North Sea landings, 186 kils, prices per kil were cod, £2.80; codling, £2.80.

FLEETWOOD

Prices: cod, £2.7/£3.1; dogfish, £1.8/£2.1; large plaice, £3.4/£3.8; small plaice, £2.1/£2.4; mackerel, £2.1/£2.4; haddock, £1.7/£2.0; whiting, £1.7/£2.0; turbot, £1.7/£2.0; sole, £1.7/£2.0; gurnards, £1.7/£2.0.

whiting, £5; round haddock, £12.20; dogfish, £6.40/£8.40, per 40 kils unit.

BRIXHAM

Prices: cod, £4; plaice, £3.20/£4.40; turbot, £10.40.

BILLINGSGATE

ON TUESDAY 248 tons were delivered. Average selling prices on merchants stalls: soles, tongues, 40p/50p; slaps, 55p/65p; medium, 70p/£1.55; large, £1.30/£1.40; eels, 75p/80p; foreign smoked salmon, £3, per lb. Large turbot, £15.40/£16.80; medium, £8.40/£9.80; small, £4.20/£5.30; large plaice, £4.10/£4.90; bps, £14/£16.80; aquid, £5.60/£6.20; bream, £7.50/£8; grey mullett, £5.60/£6.80; large halibut, £14/£16.80; medium, £15.40/£18.20; small, £7/£7.70; lemon sole, £5.50/£8; large whiting, £2.2/£2.40; small, £1.50/£1.70; dogfish, £2.50/£2.70; large, £3.75/£4.80; roker, £2.20/£3; medium, £3.05/£4.30; large, £4.35/£5.50; conger eels (white gutted small) £2.20/£2.70; large £2.70/£3.40; mackerel, £1.50/£2; sprats, £1.30/£1.50; fresh herring, £2.40/£2.80; dry haddock, £6.80; golden cutlets, £6.80; filleted kippers, £3.50/£4; selected kippers, £4/£5; per stone.

Shellfish

SELECTED lobsters, £3/£3.25; unsorted, £2.40/£3; prawns, 53p/60p, per lb.; crabs, over 3lb, 17p/35p; under 3lb, 18p/25p.

HERRING REPORT

THURSDAY, NOVEMBER 4
 Stornoway: two trawlers, 18 tonnes; klonkyding, 18 tonnes at £13.20/£13.60. Mixed agents, 390/420 per 50kg. Ulupool: seven pursers, 215 tonnes; 10 trawlers, 103 tonnes; homemarket, 303 tonnes at £12.20/£15.60, klonkyding, 15 tonnes at £15.60. Uniform to mixed in size, spent, 320/450 per 50kg. Ulupool: four pursers, 43 tonnes; homemarket, 43 tonnes at £10/£15. Uniform to mixed in size, spent, 310/380 per 50kg. Mallaig: one purser, nine tonnes; nine trawlers, 101 tonnes; homemarket, 110 tonnes at £10/£22.80. Uniform to mixed in size, spent, 272/450 per 50kg. Ayr: nine trawlers, 18 tonnes; homemarket, 18 tonnes at £12/£47.20. Hand selected, 180/290 and 340/410 per 50kg.

FRIDAY, NOVEMBER 5
 Stornoway: one purser, five tonnes; one trawler, nine tonnes; homemarket, nine tonnes at £10, klonkyding, six tonnes at £14. Mixed agents, 350/480 per 50kg. Ulupool: two pursers, 24 tonnes; 24 trawlers, 178 tonnes; homemarket, 185 tonnes at £14/£16.40, klonkyding, 17 tonnes at £14/£14.20. Mixed in size, agents, 320/480 per 50kg. Mallaig: eight pursers, 169 tonnes; nine trawlers, 44 tonnes; homemarket, 180 tonnes at £15.60/£16.40. Uniform to mixed in size, agents 300/380 per 50kg. Oban: three trawlers, four tonnes; homemarket, four tonnes at £15. Uniform agents, 300 per 50kg. Ayr: nine trawlers, 16 tonnes; homemarket, 16 tonnes at £14.50/£48.40. Hand selected, 170/300 and 380/490 per 50kg.

WEDNESDAY, NOVEMBER 1
 Stornoway: four trawlers, 11 tonnes; homemarket, 11 tonnes at £13.90/£14.20. Mixed agents, 360/420 per 50kg. Ulupool: three pursers, 18 tonnes; 16 trawlers, 148 tonnes; homemarket, 154 tonnes at £9.50/£10.20. Uniform to mixed in size, 280/460 per 50kg. Ayr: six trawlers, 50 tonnes; homemarket, 50 tonnes at £42/£48.80. Hand selected, 170/210 and 270/300 per 50kg.

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LETTERS

REMEMBER THE MEN OF T124

ONCE again the day of Remembrance comes around—the day we remember our dead in two world wars. Time passes and memories go on, but to those who remain those memories remain in their hearts.

Over the years, many tales have been told and also written. The historic events of these days are chronicled in many books. Stories of the RAF, the Royal Navy, the Army and the Merchant Navy, but nothing has ever been written about the men of T124. People may ask, "what was T124?"

To enlighten them, T124 was the name of the articles they signed when they volunteered to man the trawlers and other craft when the country needed them.

They came from every fishing port in the British Isles, joined their ships and went to war in their fishing clothes, no uniforms, no armaments and no protection against the enemy. With loss still in the fishbones and trawls on their decks, they swept for magnetic mines completely unprotected. No degaussing or defence against any form of enemy attack. Sitting ducks!

Many never returned, the remainder formed the nucleus of the patrol service and the merchant navy. Let us for once, forget our difficulties and remember our brave men of the fishing fleet of two world wars. Just two minutes for them. The men of T124.

H. Buckingham,
 44 Edward Street,
 Chester, South Humberside.

Billingsgate

GROWTH points in the fishing industry seem to be few and far between these days. There have been the successes, usually aided by some outside influence, for instance, scampi under the combined effects of Philip Harben, the first TV cook and mass foreign holidays, or the simultaneous advent of fish fingers and commercial television.

There are signs, in Billingsgate, of another growth point—smoked mackerel, both whole fish and fillets. Whereas a few years ago only the specialists like Dicky Bird and Percy Cooke would have these specialties on show, quite a number of firms are now offering these delicious products.

While most are of the hot smoked, ready to eat variety, there are also kippered mackerel prepared in precisely the same way as kippered herrings. George Highland of Hill and Daltry, working with a major retailer, is having a big promotion of these in the next few weeks.

It is quite possible to see the attraction of the smoked mackerel to the catering trade. Quite apart from the luscious flavour, their preparation is so simple. Slap a few lettuce leaves on a plate, place a fillet on top and there you have a delicious and cheap starter course. Put a few fillets through a blender with a minimum of butter and a little black pepper and—hey presto—instant pate. Trim a fillet to fit a piece of toast or fried bread, pop it under the grill for a couple of minutes and the savoury course is complete.

Market charges spark-off row

SHEPWAY District Council has upset inshore fishermen at Folkestone, Kent, by planning to introduce a charge for the facilities at the fish market. A figure of £3,500 per year has been put forward. Local skippers are determined to resist, arguing that the facilities there—of two open sheds and four alabs—have traditionally been provided free of charge, and that the market is a tourist attraction of benefit to the whole town.

During the summer hundreds of holidaymakers flock to the market daily to see catches landed and auctioned. There are fears that if the principle is accepted, then the local authority would be at liberty to raise the figure arbitrarily in future years. The suggestion from the council, it is understood, is that a levy should be made on each stone of fish landed and sold on the market. This would raise a further objection from the skippers because the charge would

French stir-up anger at Fleetwood

FLEETWOOD inshore fishermen were angered last week when eight French stern trawlers and side vessels were seen towing their gear from Morcombe Light Bay to just outside the six-mile limit off Blackpool.

Skipper Thomas Kirk, who commands the Fleetwood seiner *Ann*, said: "The Frenchmen are pushing us from our traditional grounds. They scoop everything up and care nothing about the future. They are also dangerous when they are fishing. They just plough on, not caring about the ships in their path. The Fleetwood ship *Southards* recently had some gear damaged by one of the big Frenchmen which towed across her net."



"The grounds just cannot cope with fishing on this scale. What with them and the Dutch beamers, which also scour the grounds, there will soon be nothing left." David Rainford, chairman of Fleetwood Inshore Fishermen's Association, said that the French moving in such numbers highlighted a "distasteful situation". The grounds will be ruined, he said. "Continental fishermen clear everything in their path. Some of the ships just off our coast are as big, if not bigger, than the Fleetwood ships which fish distant-water grounds."

"This is only the start. Unless something is done now far more foreign ships will move in. More than ever it shows that Britain needs a wide exclusive limit inside the 200-miles!"

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